

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 6203

英九月九日二十三號

FRIDAY, OCTOBER 26, 1906.

五拜禮

號六廿月十英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL \$10,000,000  
RESERVE FUND—  
Sterling Reserve \$10,000,000  
Silver Reserve \$10,350,000  
RESERVE LIABILITY OF PROFITORS \$10,000,000

COURT OF DIRECTORS:  
A. HAUPP, Esq., Chairman.  
G. H. Medhurst, Esq., Deputy Chairman.  
G. Balloch, Esq.  
E. Goetz, Esq.  
Hon. Mr. W. J. Gresson  
C. R. Lenemann, Esq.  
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:—  
Hongkong—H. E. R. HUNTER.  
ACTING MANAGER:  
Shanghai—W. ADAMS ORAM.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.  
H. E. R. HUNTER,  
Acting Chief Manager,  
Hongkong, 17th September, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
H. E. R. HUNTER,  
Acting Chief Manager,  
Hongkong, 30th May, 1906.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS—BERLIN.

BRANCHES:  
Berlin Calcutta Hamburg Hankow  
Kobe Peking Singapore Tientsin  
Tsinan Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft

Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warschauer & Co.

Mendelsohn & Co.  
M. A. von Rothschild & Soehne Frankfurt  
Jacob S. H. Stern a.m.  
Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Cologne  
Bayernische Hypotheken und Wechselbank, Muenchen

LONDON BANKERS:  
Messrs. N. M. Rothschild & Sons.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,  
DIRECTION DER DISCONTOGESSELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,  
Manager,  
Hongkong, 9th October, 1906.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.  
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).  
RESERVE FUND FL 5,000,000 (£ 417,000).

Head Office—AMSTERDAM.  
Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasuruan, Tjilatap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.  
On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.  
Do. 6 do. 4½ do.  
Do. 3 do. 3½ do.

L. ENGEL,  
Agent,  
Hongkong, 28th February, 1906.

DENTAL SURGEON.  
G. DE PERIN D'ORGE.

DIPLOMA: PARIS.  
Latest Improvements including  
PORCELAIN FILLINGS.

HOTEL MANSIONS,  
Padet Street,  
Hongkong, 1st June, 1906.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ... Yen 24,000,000  
CAPITAL PAID-UP ... " 21,000,000  
CAPITAL UNCALLED ... " 3,000,000  
RESERVE FUND ... " 13,700,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. HONOLULU.  
NAGASAKI. SHANGHAI.  
LYONS. NEWCHWANG.  
SAN FRANCISCO. MUKDEN.  
BOMBAY. PORT ARTHUR.  
TIENSIN. CHEFOO.  
PEKING. DALNY.  
KORE. TIE-LING.  
LONDON. OSAKA.  
NEW YORK.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARRS' BANK, LTD.  
THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

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## Shipping Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "POWAN," .....	2,338 tons .....	Captain W. A. Valentine.
" " "FATSHAN," .....	2,260 " .....	R. D. Thomas.
" " "SUNGKIAN," .....	1,700 " .....	B. Branch.
" " "KINSHAN," .....	1,995 " .....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HONAM," .....	2,163 tons .....	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at 2 P.M. Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Departures from Macao to Hongkong on week days at 7.30 A.M. On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....	219 tons .....	Captain T. Hamlin.
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Service temporarily suspended.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.  
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," .....	588 tons .....	Captain J. Wilcox.
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" " "NANNING," .....	569 " .....	C. Butchart.
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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 4.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
1 Hotel Mansion, (First Floor) opposite the Hongkong Hotel,  
BUTTERFIELD & SWIRE,

AGENTS, CHINA NAVIGATION CO., LTD.

Hongkong, 24th October, 1906.

JAVA-CHINA-JAPAN LIJN  
REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH...	JAVA	Second half November	JAPAN	Second half November
TJILIWONG...	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP...	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS...	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS...	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN

Telephone No. 375,  
YORK BUILDINGS, 1st Floor,  
Hongkong, 19th October, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

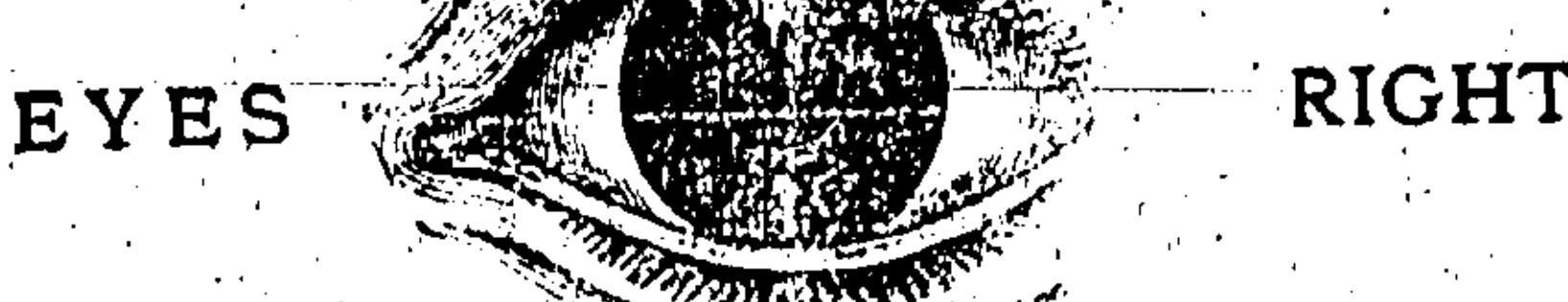
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West river.

Fare for the Round Trip.....\$30.

These steamers have Excellent Cabin Accommodation, and are lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,  
AGENTS,  
WEST RIVER BRITISH S.S. CO.,  
HONGKONG.

Hongkong, 6th October, 1906.



N. LAZARUS, OPHTHALMIC OPTICIAN,  
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,  
11, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

Hongkong, 27th November, 1906.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free,  
Hongkong, 10th Inst., 1906.

Dr. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY,  
37, DES VŒUX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 22nd July, 1906.

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TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free,  
Hongkong, 10th Inst., 1906.

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TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free,  
Hongkong, 10th Inst., 1906.

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TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free,  
Hongkong, 10th Inst., 1906.

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## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND  
SOUTH AMERICAN PORTS.  
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUBLOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.

ON WEDNESDAY, the 7th day of November, 1906, at Noon, the Steamer PRINZESS ALICE, Captain Ch. Polack, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 5th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 6th November. Contents of Packages are required. No Parcel Receipts will be issued for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

## RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA & GIBRALTAR	1st Class	2nd Class	3rd Class
Return	£61. o. o.	£42. o. o.	£22. o. o.
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65. o. o.	44. o. o.	24. o. o.
Return	97. o. o.	66. o. o.	36. o. o.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. o. o.	44. o. o.	26. o. o.
Return	115. o. o.	79. o. o.	47. o. o.
VIA BREMEN OR SOUTHAMPTON	68. o. o.	46. o. o.	27. o. o.
Return	123. o. o.	83. o. o.	49. o. o.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at the passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## INTERUPTION of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marsailles instead of using an Imperial Mail Steamer from Port Said.

THE JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

## (Subject to alteration.)

STEAMERS.	TUE	SAILING DATES.



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## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

## CONFECTIONERY.

We have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses including—

## CHOCOLATINES, CHOCOLATES.

## CARAMELS, PRALINES, FONDANTS.

## FRUIT JELLIES, NOUGAT, TUCKISH DELIGHT.

## PASCALL'S TOFFEE and MIXED SWEETS.

## CADBURY'S SUGARED ALMONDS, BURNT ALMONDS.

## WALNUTS, MILK CHOCOLATE, NUTTONA, &amp;c.

Packed in the daintiest boxes or in the simplest to sent the taste.

A. S. WATSON & CO.,  
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906.

by the interminable drumming and beating of gongs which seem to constitute the sole delight of a certain section of the Chinese, but then he could console himself with the knowledge that a penny saved is a penny gained, and while some of his brethren were squandering their substance in maintaining the landed proprietors of the Colony, he was quietly passing his surplus cash into the Savings Bank of a fortunate individual without a doubt. Take the case of a civilian, however, and especially a civilian who has elected to receive his salary on a sterling basis. It is a settled conviction with certain employers that their assistants must appear daily attired after the latest London fashion—that is to say, six months after the fashion has disappeared in London. No matter whether the temperature verges on the three figures or whether it has dropped to the vicinity of zero, the high collar, the spotless shirt, the fancy tie and all the rest of it are *de rigueur*. Even that is not sufficient. The humble assistant must have an "address"; he must maintain the reputation of his firm outside as well as inside the firm's premises. It is immaterial that this straining after appearances robs the unfortunate assistant of his last cent, and compels him to rattle a bunch of keys in his pocket—long before the middle of the month has arrived—in the vain hope that people will believe him to be a man of means. In London, it is true, an assistant may live in a Rowton House if he pleases, so long as he appears spic and span each morning, but in Hongkong he must have what is called an "address." Who could describe the look of horror that would cross a Hongkong employee's countenance if one of his assistants calmly stated that he lived in what passes for the Mile-End Road of Hongkong—which is not casting any slur on any special district—or any of those downtown lanes where Chinese millionaires are content to dwell amid their amassed wealth? The very fact that he owned up to the impeachment would signify either that he was a mean, miserable creature without any self-respect, or that he had not the interests of the firm at heart. If the delinquent boldly said that he was compelled to live there because his salary was inadequate to afford a residence on the upper levels and at the same time remit something to those depending on him at home, he would be regarded as an incorrigible recalcitrant. If his salary could not be reduced owing to his agreement, then it is pretty certain that when his term was up he would be packed home bag and baggage, and a good riddance too. On the other hand, if the \$150 clerk was able to reply grandiloquently that he resided with the Duke of Plaza, Toro at the Peak, the employer would look upon him benignly—and tell his cronies how the magnificent salaries he paid his assistants enabled them to hob-nob with royalty. Not that the fashion-plate gentleman would receive an increase of salary—probably in his quieter moments the employer would cogitate how the present salary could be reduced. But that is the way with the civilian. The officer in the public service can do what he pleases; he can live according to his means, in a Chinese flat, and not a soul will think the less of him and his superiors will not bother their heads about it, except, perhaps, to wonder mildly at such extraordinary eccentricity. Little wonder that some officials are in a position to have a banking account and to retire with a competence besides a pension. The average civilian must gnash his teeth in envy at the fortune of the civil servant.

**BIRTHS.**  
On October 19, at Shanghai, to Mr. and Mrs. ERIC MOLLER, a son.  
On October 20, at Shanghai, the wife of ALFRED HILL, of a son.  
On October 21, at Shanghai, the wife of JAMES VALENTINE, of a son.

## DEATH.

On October 20, at Shanghai, JOHN D. THORNBURN, aged 68 years.

One of the advantages which belong to those attached to the public service rests in the fact that it is not necessary to go to extreme lengths in order to keep up appearances. The official uniform, the gold buttons, the haughty demeanour, the cold and glittering eye, all the manifold methods of proclaiming authority tell their own tale that here is one who is beyond criticism. And while the average assistant in civil life is eking out a precarious existence and trying to make both ends meet, at the same time living in a manner which is supposed to befit his station, the official can rely upon his uniform to carry him through the tightest corners, to defy criticism and to scorn public opinion. At all events, such would seem to be the case if we are to judge from a remark made in the course of a case which has just closed. A defendant was asked: "What do you pay for rent?" He replied, "\$16." Little wonder that the Attorney-General ejaculated: "What? You're extremely lucky to get a house as cheap as that." And with that sentiment most people will agree. True, it is only a Chinese flat, and doubtless the occupant's ears are assailed night and day.

item was in accordance with the lowest tender. As a matter of fact no tenders were called for; the notice in the *Gazette* simply said that applications were invited for the post of stenographer—but that is by the way. Here, then, we have the Government expending \$14,000 in what will probably fall under the head of incidental expenses in connection with the Commission; and it has to be borne in mind that the Commission has by no means completed its inquiries yet. Witnesses may still be examined, and the \$14,000 will in all probability amount to the sum of \$10,000 before the Commission is over. While we congratulate the talented gentleman who was selected to take the notes of evidence for the Commission on his exceeding good fortune in securing so soft a billet and one so remunerative, and while we thoroughly admit that he is quite entitled to make hay while the sun shines, we must confess that \$14,000 for a few hours' work seems utterly disproportionate to the amount of work involved. At to-day's demand rate \$14,000 works out at £1,593·47—which as a preliminary thanksgiving is not at all to be despised. Before the Commission is ended our friend the stenographer will have netted the annual salary of a Cabinet Minister—the President of the Local Government Board for example—in something like three months. That would be all very fine and large were Hongkong in a position to incur heavy expenses in connection with a Commission whose report may or may not be very valuable, but when we are regaled at meeting after meeting of the Legislative Council with doleful tales about a falling revenue, and contailed expenditure it savours somewhat of extravagance. We cannot spend more on the Public Works Department because there is no money; we cannot proceed with the resumption of insanitary areas for the same reason—at least there appears to be nothing in the Estimates for 1917 for that purpose; we can scarcely afford to keep the main thoroughfares in proper repair; only a few sots are available for the erection of a suitable roofing to Lake Pier—in fact, there is no money for works that are of permanent value to the Colony at large, but there is always an odd \$14,000 or \$20,000 for a Commission which conducts its inquiries in secret. 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## TELEGRAMS.

"HONGKONG TELEGRAPH"  
SERVICE.

## SHANGHAI DUCKS.

NEW PROPOSALS SEVERELY  
CRITICISED.

[From Our Own Correspondent.]

Shanghai, 26th October,  
11.50 a.m.

The Dock Company's shareholders' proposition to form a Wharf and Godown Company which would purchase the Old Dock property and part of the property between the Cosmopolitan and International Docks and thereby reducing the capital of the Company, is being severely criticised.

[At the request of thirty-eight shareholders an extraordinary general meeting of the shareholders in the Shanghai Dock and Engineering Company, Ltd., will be held at the Head Office, No. 26 Broadway, Hongkong, Shanghai, on Thursday next, in order to consider a proposal which has been made by them for the formation of a Wharf and Godown Company to acquire the Old Dock property and part of the property between the Cosmopolitan and International Dock.—Ed., H.K.T.]

## VICKROY TUAN FANG.

## ARRIVAL AT WOOSUNG.

[From Our Own Correspondent.]

Shanghai, 26th October,  
11.50 a.m.

His Excellency Tuan Fang, Vice-roy of the Minchue provinces, with headquarters at Nanking, arrived at Woosung yesterday.

The *Shanghai Times*, of 20th Oct., says:—The telegram which we translate in another column this morning from the *Sun Wu-fan*, announcing that H.E. Tuan Fang, the recently-appointed Viceroy of Liang Kiang, has been involved in a railway accident, cannot fail to be read here with grave concern. Fortunately the mishap appears to have been a very slight one, and His Excellency sustained no injury. If anything were to occur just now to postpone or prevent his assumption of office it would be little short of a calamity to Shanghai; for Tuan Fang is known to be extremely well-disposed towards foreigners, and the Consular Body have been looking forward to his arrival at Nanking in the confident expectation that with him installed in the Viceregal chair, the many little matters of difficulty which now exist between the foreign authorities and the native officials of Shanghai, would speedily be brought to a satisfactory termination.

We should not be surprised to see an attempt in certain quarters to make capital out of the accident to the prejudice of the Japanese. There is a malignant ingenuity at work against our allies here who never loses an opportunity of misrepresenting and slandering them, and distorting every incident of an uncommon character that occurs, into something which will exhibit them to disadvantage in the eyes of the world; and, as we say, should not be surprised to see the Japanese dragged in, in some injurious way, on the present occasion. There is a suggestion in the *Sun Wu-fan* that the accident was the work of Chinese revolutionaries or anarists, and, of course, it is only reasonable to expect that the hirings whom the enemies of Japan maintain out there to decry our allies will not neglect the obvious chance of saying that the Chinese revolutionaries and anarchists derive their dastardly doctrines and inspiration from Japanese sources.

Tuan Fang appears to have been travelling by special train from Peking to Tientsin when the accident happened. It is known that he had been purposing for some time to pay a visit to his ancestral home in Manchuria before proceeding to Nanking to take up his new Vicerealty, and he was probably in the first stage of his intended journey when the mishap took place. He was not going to Tientsin to consult Yuan Shih-kai on any matter, for Yuan is at present in Peking; nor was he on his way to take passage by steamer to Nanking, because we know he had arranged to proceed by rail from Peking to Hankow, where he was to be met by a cruiser specially despatched by Tuan Fang to convey him to his destination. But whatever the journey may have been that he was on, we sincerely hope that the mishap will not long delay his arrival in Nanking, for an official like him is badly needed down here just at present. With Tuan Fang installed in the Viceregal capital and a man like our present Taotai in office in Shanghai, all the trifling unpleasantnesses that now exist between the foreign and native authorities here would be dissipated like the mist in the sun of a summer morning.

[Reuters.]

## Re-assembling of Parliament.

LONDON, 24th October.  
Parliament has re-assembled. There was a large attendance of Ministerialists. Thirty suffragettes invaded the central hall and started a demonstration, but the police coming quickly on the scene removed them, one by one, struggling and screaming.

The House of Commons will proceed immediately to the Plural Voting Bill, and the Trades Disputes Bill. The House of Lords will proceed at once with the Education Bill.

Later.

## The British Navy.

The Admiralty has decided to constitute a district fleet called the (7) called from the Home fleet, with headquarters at Sheerness, constituted from ships in commission and in reserve.

The distribution of the ships between the Channel, the Mediterranean, the Atlantic,

and the Reserve fleets, will be altered in order to permit of the strengthening of nucleus crews and the organisation of the Home Fleet; no ships will be paid off, and no men will be sent to barracks.

There will be no alteration in the proportion of officers and men serving afloat. The changes will be gradual, in order to obviate dislocation.

[N. C. D. News.]  
The Anti-Japanese Crusade in California.

Tokio, October 19th.

In view of the November elections, there is a violent anti-Japanese agitation throughout California. At San Francisco over two hundred children have been expelled from the elementary schools. The Japanese Consul has laid a protest.

## A Grasping Prince.

Tokio, October 19th.

The Korean Prince Yik Sui-hen, of the blood royal, has been sentenced to nineteen years' imprisonment after conviction of encroaching on private properties.

## SUIT FOR MONEY ADVANCED.

## A CASUAL CLAIMANT.

Before his Honour Mr. A. G. Wise, Justice Judge, presiding in Summary Jurisdiction at the Supreme Court this morning, the case was again called in which F. K. Tata sued Solomon Ezekiel, commission agent, for recovery of the sum of \$100 alleged to be due to the plaintiff by defendant for an advance made to the latter by the former to enable him to clear certain consignments of cigarettes.

Mr. R. Gardiner, of Mr. O. D. Thomson's Office, appeared for the plaintiff, Mr. F. X. Almada e Castro representing the defendant.

This case was originally called on last Wednesday, but was adjourned on the application of Mr. Gardiner, who stated that his client had sent a message to say that he was engaged in important business and was unable to attend Court, and so asked that the case might be adjourned. An adjournment was accordingly granted until to-day.

When the case was again called on, Mr. Gardiner stated that he had not seen or heard from his client in the meantime, and must ask for another adjournment.

Mr. Almada e Castro objected, saying that the case had already been adjourned once on account of the absence of the plaintiff, and he thought the case ought to be struck out with costs for defendant, as there was no plaintiff.

His Honour: The plaintiff is not present, but his solicitor is, so I cannot dismiss the case. (To Mr. Gardiner) Is your client alive?

Mr. Gardiner: Yes, I believe so, my Lord; but I do not know his place of residence, and cannot therefore send for him.

His Honour: Perhaps he is having a holiday in Macao or elsewhere, and is not troubling about the case!

Mr. Gardiner: Well, I would ask your Lordship for an adjournment and will have inquiries made as to his whereabouts.

His Honour: Then he must pay last Wednesday's and to-day's costs, and I will adjourn the case until Monday. That is the most I can do but there must be no further adjournments.

## H.E. VICEROY SHUM.

## ON THE KWANGSI RAILWAY.

[From a Correspondent.]

Canton, 24th October.

It appears that there is good deal of feeling amongst the people of Kwangsi, on account of matters connected with the working of the new railway line through that province, and that they are forming themselves into parties or factions for the purpose of keeping up the price of land, and of resisting its sale to the Railway Company. On this account H.E. Viceroy Shum has addressed a note to the people urging them not to obstruct the railway operations, and to dissolve the parties formed at Wuchow, Kwainam, and Lauking. H.E. Viceroy Shum said that he would take up \$20,000 worth of shares in the Railway Company, and urged the people to lose no time in taking up shares, as the railway was a most important concern. H.E. thought also that the directors should at once appoint a duly qualified engineer to survey the remainder of the line at once, order that there might be no delay in its completion, but that it might be opened at an early date. H.E. urged the people of Kwangsi to lay aside all differences, and co-operate to take up all available shares, so that nothing might delay the progress of the railway undertaking.

## JEWISH MENDICANTS IN HONGKONG.

The Jewish community of Hongkong is apparently suffering from want of an institution to look after the interests of the poor Jews, says *Israel's Messenger*, the official organ of the Shanghai Zionist association. Recently a nasty incident was brought before the Police Court of the Colony, wherein a Jewish mendicant was accused of being a nuisance to some members of the community by compelling them to satisfy his wants. The case was, however, dismissed. Certainly this does not sound nice, nor does it contribute to the good name and fame of the congregation. Had there been an association to look after the wants of the poor people arriving in the Colony no such cases of misdemeanour on their part would have been complained of. Shanghai has, happily, learnt to be wiser and the "Association of the Jewish Community" was formed last year, since which time we have been immune from such regrettable and deplorable scenes as that witnessed in Hongkong recently. Let us hope that our sister congregation will follow the example set forth in Shanghai.

The distribution of the ships between the Channel, the Mediterranean, the Atlantic,

## EASTERN DOCK CO'S.

KEEN BIDDING FOR REPAIRING THE U.S.T.  
"MCCLELLAN."

The bids for the repairing of the transport *Mcclellan* were opened at Manila on the 20th inst., in the office of Colonel W. S. Patten, chief quartermaster of the division.

Hongkong, Shanghai and Singapore each sent a tender. The bids and the respective periods of completion are as follows:—

1—Hongkong and Whampoa Dock Co., Ltd., bid \$59,344 (gold), work to be completed in seven months.

2—Tanjong Pagar Dock Board, bid \$54,079 (gold), work to be completed in eight months.

3—The Shanghai Dock and Engineering Co., Ltd., \$50,475 (gold), work to be completed in ten months.

Comparing the three tenders, the Manila *Cableways* remarks that, while the figures of the Hongkong Company are the highest, considering the length of time it will take to make the repairs, in comparison with the time it would take the other companies to repair the vessel, it would be the cheapest in the end, inasmuch as the actual cost per day for maintaining the vessel is \$25 (gold).

No decision has been reached by the chief quartermaster as to where the *Mcclellan* will be docked.

## WOMAN RELIEVED OF JEWELLERY.

## BANKNOTE TRICK A FAILURE.

With a large crowd running close behind her and she howling as if she were in the greatest of pain, a Chinese woman dashed along Hollywood Road yesterday afternoon, as if the fate of the universe depended upon her movements, and into the charge-room of the Central Police Station. It took her fully five minutes on arrival there to regain her breath, before she could tell the police her story.

"I have been fooled," she began. "Two men relieved me of all my jewellery. What will my husband say?"

When the woman had recovered her equilibrium and her tongue she gave the full story. She was a married woman, she declared, living in Temple Street, North, Yaumati, and her husband was employed in the jewellery business. All the jewellery that she lost was made by him, and he gave them to her. Yesterday afternoon, bedecked in all the rings and bangles she possessed, she came over to Hongkong to see "things." Landing at the bamboo wharf near the Central market, she was turning westwards, when two strangers approached her. One was a tall man, the other the reverse. The tall man, addressing her said: "Sister-in-law, can you show us the way to the nearest boarding-house?" The woman said she could not. "You, a resident in Hongkong," the woman said, "do you know the short man remarked, "and cannot direct, two newcomers to a boarding house? Come away, friend," he said, getting hold of the other man's coat, "and let's leave this foolish woman to herself."

The tall man shook off the hand of the short man, and going nearer the woman, stage-whispered: "I picked up \$400 a few minutes ago from the deck of a broken steamer, if you show me the place you'll get one of the notes."

The woman caught on, but the short man stepped up and informed his *confidante* that if there were any banknotes giving away he thought he would like to be in it too. He was almost sure he could show the tall man a first-class boarding-house for a banknote. But the lady must come too and perhaps—now that the tall man had so much money—he might be induced, when the boarding-house was found, to give the woman a banknote too.

The tall man thought that quite possible, continued the woman, and headed by the short individual the trio went in search of a boarding-house. They passed many houses on the road, but they were not good enough for a man with \$400 in his purse, until they got into some deserted lane—the woman says near the Tung Wah Hospital—where they stopped again. Then the tall man said to the woman: "Would you mind going down to Possession Street and call my uncle, and give him some banknotes for me?" The woman did not. Whereupon the man dug out of his pocket four old fashioned \$1. banknotes, which he said were \$100 bills, tied them in a handkerchief, and gave them to the ignorant woman.

As security she handed over to the men one gold mounted rattan bangle and four gold rings. These she valued at \$100. On the way to Possession Street the woman, after undoing the knots in the handkerchief, discovered that she had been duped. Instead of banknotes the contents in the handkerchief was old paper. She sputtered, spluttered and collapsed in a faint. A gentleman from the Tung Wah Hospital attended to her and advised her to report to the police.

Inspector Smith despatched a Chinese detective with the woman. They made their way on board the Macao steamer *Ho Nam* where the woman pointed out two men to the policeman, who took them in charge. In their pockets were found the woman's jewellery. The police believed that they had duped another woman after they had finished with the jeweller's wife, for in the pocket of the tall man four extra gold rings were found, for which no satisfactory explanation could be obtained. The prisoners were charged before Mr. H. H. J. Gompertz, at the Police Court this morning. The first defendant—the tall man—was sentenced to six weeks' hard labour and twelve hours' stocks. The other man got a similar sentence, but only received six hours' stocks. "You are a lucky woman to recover the things," said his Worship, addressing the woman. "If you have no son, you should leave such things at home when you go out." The woman, all smiles, said she would not wear jewels again.

## OFFICIAL CHANGES.

## THE NEW ATTORNEY GENERAL.

At the Police Court this morning, Mr. H. H. J. Gompertz first police magistrate, gave those in Court to understand that he leaves the Magistracy at the end of this month. That he is going to act as attorney-general in place of Sir Henry Borkley, is no longer a state secret. It was rumoured about the Magistracy to-day that Mr. F. A. Hazelton, now second police magistrate, will be appointed acting first police magistrate, and Mr. C. A. D. Melbourne, now first clerk of the Magistracy, will occupy the position vacated by Mr. F. A. Hazelton. Mr. F. H. May, Colonial Secretary, is expected to arrive here some time during the middle of November. Mr. Sercombe Smith will go on leave on his return.

## CANYON DAY BY DAY.

## EXPORTATION OF CATTLE PROHIBITED.

[From Our Own Correspondent.]

Canton, 25th October.

The Viceroy has received a despatch from the Shangpu (Board of Commerce) instructing him to communicate with the different Customs Houses under his superintendence, to strictly prohibit the export of cattle. As cattle are mostly exported from Chuchow and Swatow, the Viceroy has issued specific instructions to these places on the subject. The Board advises the Viceroy to follow the regulations now in force in Amoy.

## THE PENALTY OF NEGLIGENCE.

In connection with the daylight robbery, which I reported a couple of days ago, the officer in charge of the police station of the locality has been dismissed from the service.

## PROPOSED LADIES' INDUSTRIAL TRAINING COLLEGE.

Through the suggestion of several well-known and wealthy ladies, it has been decided to establish a ladies' industrial college here. The Education Department has sanctioned the opening of such an institution, which is to be styled "The Canton Ladies' Industrial Training College." A nursery in Yung Chung Street, in the new city, has been selected as the site. Subscriptions to the extent of several thousands of dollars have been collected, and a start will be made at once with the erection of the building. It is the intention of the leaders to employ female Japanese instructors and to employ all necessary machinery, etc., from Japan. The school is to instruct persons in the arts of manufacturing cloths of all kinds, real cotton, stockings and like goods.

## TEN BUILDINGS DESTROYED BY FIRE.

About 9 o'clock last evening, a fire broke out in Chu Kwong Lane, in the southern portion of the city, destroying in all about ten buildings.

## MARTIAL STUDENTS.

Of late, students are often seen marching about the streets, as soldiers do on parade, wearing uniforms, beating drums, sounding bugles and carrying ensigns. From their appearance it is thought they have devoted too much of their time to callisthenics and too little attention to their books. The students' doings are somewhat of a nuisance to many. It is reported that the director of instruction has consulted with the Education Department with a view to abolishing these parades.

## THE FU-KIEN VICEROYALTY.

## INHABITANTS DISSATISFIED WITH NEW APPOINTER.

The people of Fukien have telegraphed direct to H.E. Ting-Chan Tok the following message:—

To Ting Chan Tok,  
Ex-Viceroy of Yunnan and Kweichow.  
We, the people of Fukien and Chekiang, do not want a man of your type to be our Viceroy. We think you had better resign the post and let some other better man come to take it.

To which the Viceroy designate replied:—

I have made up my mind to come to your Provinces as Viceroy. Moreover, I do so in obedience to Imperial commands. In the meantime I ask you to remain quiet and endeavour to ascertain what I have achieved during the period of my administration in Yunnan and Kweichow.

[Seal of Ting Chan Tok.]

## EX-LORD SYMTH PIGGOTT.

RELIGIOUS QUACK BIDS ADIEU TO LONDON.

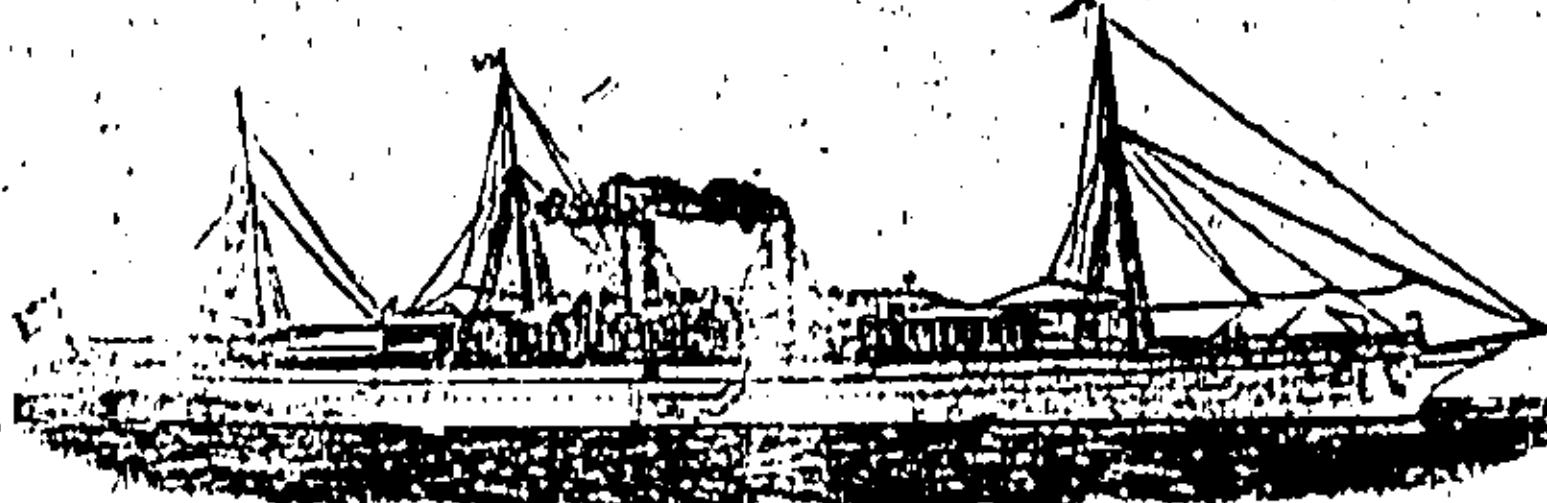
Mr. Smyth Piggott, whose blasphemous claim to be the Messiah created a great sensation a few years ago, and led to many riotous scenes at Clapton, where the Agapemonite church is situated, has shaken the dust of London from his feet for ever.

For a long time past the church, erected a decade ago on Clapton-common, at great expense, has been closed, and now Mr. Smyth Piggott's residence, Cedar Lodge, not far away, is in the hands of the house agents.

## EXILED TO THE

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line," Saving 5 to 10 Days' Ocean Travel.  
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).  
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER  
"EMPEROR OF INDIA" ... 6,000 THURSDAY, November 22... December 10  
"ATHENIAN" ... 3,882 WEDNESDAY, November 28... December 22  
"EMPEROR OF JAPAN" ... 6,000 THURSDAY, December 20... January 7  
"MONTEAGLE" ... 6,163 WEDNESDAY, December 26... January 19  
"TARTAR" ... 4,125  
"EMPEROR OF CHINA" ... 6,000  
"EMPEROR" steamers will depart from Hongkong at 4 P.M.  
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class..... via St. Lawrence £60. via New York £62.  
Hongkong to London, Intermediate on  
Steamers, and 1st Class on Railways £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to Mr. W. CRADDOCK, Acting General Agent,

Hongkong, 25th October, 1906. Corner Leader Street and Praya. [13]

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship  
SGAPORE, PENANG & CALCUTTA NAMSANG \* ... SATURDAY, 27th October, 3 P.M.  
MANILA ..... YUENSANG \* ... SATURDAY, 27th October, 4 P.M.  
SHANGHAI ..... ESANG \* ... SUNDAY, 28th October, Daylight.  
SHANGHAI ..... CHOYSANG \* ... MONDAY, 29th October, 4 P.M.  
SANDAKAN ..... MAUSANG \* ... TUESDAY, 30th October, 4 P.M.  
TIENTSIN ..... CHEONGSHANG, THURSDAY, 1st November, 4 P.M.  
\* These Steamers have superlatit. accomodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Cebon, Tientsin, Newchwang and Yangtze Ports.  
Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 25th October, 1906. [6]

## CHINA NAVIGATION CO., LIMITED.

STEAMERS TO SAIL  
CHEFOO, TIETSIN and NEWCHWANG "LIANGCHOW" \* ... 27th October.  
NINGPO ..... "KAIFONG" \* ... 27th "  
NINGPO and SHANGHAI ..... "YOOHOW" \* ... 29th "  
MANILA ..... "TAMING" \* ... 30th "  
SHANGHAI ..... "SHAOSHING" \* ... 3rd November.  
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE "TAIYUAN" \* ... 12th "  
\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.  
\* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

GUTHRIE & SWIRE,  
AGENTS. [4]

Hongkong, 26th October, 1906.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th October, at Noon.
RUBI	2540	R. Almold	"	SATURDAY, 3rd Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS. [7]

Hongkong, 20th October, 1906.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast.)

Steamship  
"BRAEMAR" ..... About 20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents. [8]

Hongkong, 16th October, 1906.

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## DESTRUCTION OF WILD ANIMALS.

## STATISTICS FOR 1905.

## HUGE LOSS OF HUMAN LIFE.

Simla, September 28.

The usual statistics relating to the destruction of wild animals and snakes in 1905 are published in the *Gazette*. Two thousand and fifty-four human beings against 2,157 in the previous year are reported to have been killed by wild animals; and of these, 48 were killed by elephants, 26 meeting their death in the Assam Valley Districts.

Leopards killed 401 persons, or less than 1% of deaths occurring in the Central Provinces, man-eating leopards killing 786 persons, there being 80 deaths in the Angul district, 26 in Palaman and 50 in Singhbhum, all in Bengal.

The mortality fell from 88 to 43 in Burma, and also declined in the Central Provinces.

Well-known man-eaters were destroyed in several districts in Bengal and the Central Provinces.

There were only 153 deaths from wolves against 244 in 1904, and as usual nearly all the deaths occurred in the United Provinces. The crusades against these animals were carried on with considerable success in Rohilkhand, Paudan and in Raigarh, and in Bilaspur in the Central Provinces.

The mortality from snake-bite fell from 21,880 in 1904 to 21,797.

In Bombay orders have been issued for the supply to Government Officers, Institutions, Municipalities and District Local Boards of the lancets designed by Sir Lander Brunton for the treatment of snake-bite with permanganate of potash.

In the Central Provinces also a large number of lancets were distributed to vaccinators and selected land-holders and in several cases the treatment is said to have been successful.

The number of cattle destroyed by wild animals rose from 88,206 in 1904 to 92,777, and the number killed by snakes fell from 10,376 to 8,030. Of the former, the number destroyed by tigers amounted to 30,683; by leopards to 44,815; by wolves to 9,023; by hyenas to 2,422 and by other animals to 3,894. The greatest destruction occurred in Bengal, the Central Provinces and Eastern Bengal and Assam. In Bengal the districts returning the highest mortality were Palaman and Harranibagh. In Central Provinces leopards are reported to have been responsible for two-thirds of the increased destruction their depredations being, as in previous years, especially severe in Subbipore and Saugor. Much of the increase in the mortality is said to be due to better reporting; but in the main, it is attributed to the gradual disappearance of game from the jungles. The fact that there has been a large increase in the destruction of human life and of cattle by leopards while at the same time the number of latter destroyed (925 as compared with 739 in 1904) is much greater than before, is said to indicate that these destructive animals seek their prey in the neighbourhood of villages more readily than they formerly did in Eastern Bengal and Assam. The increased mortality in the Hill districts is attributed to the ravages of wild dogs and in the plains districts to the heavy floods, which in some places forced wild animals to take refuge in the villages.

The number of wild animals destroyed rose from 16,122 in 1904 to 16,915; the number of tiger, leopards, bears, wolves and hyenas destroyed was 1,335, 4,811, 2,237, 2,016 and 554, respectively.

The rewards paid for the destruction of wild animals amounted to Rs. 127,665 as against Rs. 107,033 in 1904.

The total number of snakes killed fell from 65,378 in 1904 to 64,117 and the rewards paid for their destruction amounted to Rs. 2,676 against Rs. 2,727 in 1904.

The number of licences issued, free of cost, under the Indian Arms Act, 1878, for the destruction of wild animals and for the protection of crops during the year was 8,901 against 8,889 in 1904 and the total number of licences of this nature in force, including such as were valid from previous years, amounted to 37,831 as compared with 37,720 in 1904.

## Shipping.

## Arrivals.

Sumatra, Br. s.s., 2,976, E. W. Bruce, 25th Oct.—London 11th Sept., and Singapore 10th Oct.—P. & O. S. N. Co.

Inga, Nor. s.s., 578, Spinnaker, 25th Oct.—Haiphong 23rd Oct., Conant, A. K. & Co.

Tambo, Br. s.s., 1,151, A. W. Outerbridge, 26th Oct.—Manila 23rd Oct., Gen.—B. & S.

Progress, Ger. s.s., 687, H. Pihren, 24th Oct.—Quinhon 22nd Oct., Salt & S. Co.

Aeon, Br. s.s., 2,26, Downie, 25th Oct.—Newcastle, (N.S.W.), Coal—Order.

Prosper, Nor. s.s., 923, N. C. Krabbe, 25th Oct.—Bangkok 14th Oct., and Swatow 24th Oct., Rice & Fish—N. Y. K.

Kwangtung, Ch. s.s., 1,468, R. Lincoln, 26th Oct.—Shanghai 23rd Oct., Gen.—C. M. S. N. Co.

Nichiyu Maru, Jap. s.s., 1,127, S. Natsume, 26th Oct.—Kobe 16th Oct., and Moji 20th, Gen.—Mr. Fukusei.

Maefoo, Ch. s.s., 1,338, J. McArthur, 26th Oct.—Canton 25th Oct., Gen.—C. M. S. N. Co.

E-Sang, Br. s.s., 1,171, Lee, 26th Oct.—Canton 25th Oct., Gen.—J. & Co.

Amigo, Gar. s.s., 771, N. Ballast, 26th Oct., Canton 25th Oct., Gen.—J. & Co.

Clearances at the Harbour Office.

Iago, for Tientsin.

Kensai, for Canton.

Sunmra, for Shanghai.

Holker, for Kwang-chow-wan.

Cyrus, for Sourabaya.

Dangkor, for Chaco.

Kaiyao, for Ningpo.

Zafra, for Manila.

Mersia, for Amoy.

Departures.

Oct. 26.

Bosalder, for Nagasaki.

Lyla, for Shanghai.

Chipping, for Swatow.

Feeling, for Cebu.

Morphy, for Samarang.

Hangchow, for Shanghai.

## Passengers arrived.

Per Sumatra, from London for Hongkong—Mrs. Owen Hughes, child and infant, Mr. and Mrs. R. V. Rutter, Mr. C. Rutter, Misses E. and A. Rutter, V. Forsyth, 1st class, Hughes' governess, Miss H. E. Robinson, Lieut. H. J. Twaddie, Messrs. H. Frittenden, F. Geddes, J. Gibson, A. Ilott and C. Savage. For Manila—Mr. A. F. Morgan, For Shanghai—Mr. J. A. Ryland, Mrs. and Miss Taylor, Mrs. J. Hood, Mr. W. T. Pine and child, Mrs. P. J. Nutt, child and infant, Miss V. S. Sargent, Mr. and Mrs. Early, Mr. J. Towrie, Mr. and Mrs. J. Hilditch, Capt. and Mrs. V. Greaves, Miss C. Cooper, Jones, Mrs. Houston and infant, Mrs. C. W. Buitan, H. Jones, H. T. Monsen, Master and Mrs. Gibbs, and Mr. Carlton Rooper. For Yokohama—Mr. and Mrs. John Said, Mr. Z. Hinohara. From Penang for Shanghai—Mr. P. J. Nutt.

Per *Tawing*, from Manila—Lieut. and Mrs. Frank Miller, and Mr. J. G. Martin.

## Passenger departed.

Per *Empress of China*, for Vancouver, &c.—Capt. Whittle, Mr. and Mrs. Chu Hang Wei, Messrs. F. R. Talbot, J. A. Moller, A. R. Docker, Chu Hay, B. C. Vieta, A. R. Carre, Geo. H. Hees, R. W. Hees, J. T. Fox, J. Stevens, Leeks, McIntyre, Miss McIntyre, Messrs. Cheung, Haw Cham, Mann Lee, F. E. H. Leake, Famli, and D. E. Brown.

## Shipping Reports.

Str. *Tamir* from Manila: Experienced fresh NE. monsoon and heavy sea.

## Vessels in Port.

Anghin, Ger. s.s., 1,100, Chr. Kümpel, 24th Oct.—Bangkok 22th Oct., and Swatow 23rd Oct., Rice & S.

Antilochus, Br. s.s., 1,796, G. D. Keay, 25th Oct.—Liverpool 15th Sept., Gen.—B. & S.

Borneo, Ger. s.s., 1,344, D. Denker, 18th Oct.—Sandakan 13th Oct., Timber—M. & Co.

Choyang, Br. s.s., 1,424, A. E. Sandbach, 24th Oct.—Shanghai and Swatow 19th Oct., Gen.—J. & Co.

Empress of India, Br. s.s., 3,032, E. Beetham, R.M.R., 21st Oct.—Vancouver, (B.C.) and Gen.—C. P. R. Co.

Hanu, Fr. s.s., 2,174, J. N. Knox, 21st Oct.—Calcutta 21st Oct., Coal—Master.

Empire, Br. s.s., 4,500, Helms, 25th Oct.—Japan 20th Oct., Gen.—G. & L. & Co.

Felicity, Br. s.s., 1,000, E. Beetham, R.M.R., 21st Oct.—Makassar 18th Oct., Mail and Gen.—C. P. R. Co.

Gloria, Br. s.s., 1,100, J. McEges, 25th Oct.—Tomei 27th Oct., and Holow 27th Oct., Gen.—A. R. M.

Heim, Nor. s.s., 758, Eriksen, 23rd Oct.—Bangkok 13th Oct., rice—Yuen Fat Hong.

Jacobs Diederichsen, Ger. s.s., 623, D. Hentz, 24th Oct.—Pahoi 20th Oct., and Holow 20th, Gen.—Gen. and Captain—J. & Co.

Kaisong, Br. s.s., 936, E. Finlayson, 23rd Oct.—Cebu and Hoilo 17th Oct., Sugar and Sapan-wood—B. & S.

Knivsberg, Ger. s.s., 646, C. Jürgenssen, 25th Oct.—Macao 24th Oct., Gen.—J. & Co.

Laerres, Br. s.s., 1,301, J. B. Jackson, 23rd Oct.—Saigon 18th Oct., Rice—Chinese.

Liangchow, Ger. s.s., 1,215, H. Harder, 23rd Oct.—Canton 23rd Oct., Gen.—B. & S.

Lisa, Swed. s.s., 98, H. Horndahl, 17th Oct.—Proholong (Java) and Oct., Sugar—S. W. Co.

Mausang, Br. s.s., 1,644, R. Houghton, 20th Oct.—Sandakan 14th Oct., Timber and Gen.—J. & Co.

Monteagle, Br. s.s., 3,053, S. Robinson, 14th Oct.—Vancouver 20th Aug., and han-ku 15th Sept., Flour, Lead and Gen.—C. P. R. Co.

Ngawick, Br. s.s., 1,291, P. H. Rolfe, 15th Oct.—Calcutta 3rd Sept., via Penang and Singapore 9th Oct., Gen.—J. & Co.

Neil MacLeod, Am. s.s., 100, E. Corral, 16th June—Manila 16th June, Ballast—Barrett & Co.

Petrarch, Ger. s.s., 1,112, R. Halle, 12th June—Saigon 7th June, Gen.—S. W. & Co.

Poteus, Nor. s.s., 1,024, N. C. Krabbe, 25th Oct.—Bangkok 14th Oct., and Swatow 24th Oct., Rice & Fish—N. Y. K.

Sarosan, Am. s.s., 428, Vittoria, 7th Sept.—Manila 4th Sept., Ballast—Order.

Siberia, Am. s.s., 5,655, A. Zeeder, 10th Oct.—San Francisco 21st Sept., and Shanghai 16th Oct., Mail and Gen.—P. M. S. Co.

Victor, Swed. s.s., 98, J. A. Hellberg, 21st Oct.—Poholung and Sourabaya 8th Oct., Sugar—Agard, Thoresen & Co.

Yruna, Am. s.s., 462, H. Nelson, 16th Oct.—Amoy 14th Oct., Ballast—Yeng Chung.

Zafro, Br. s.s., 1,120, R. Rodger, 22nd Oct.—Manila 20th Oct., Gen.—S. T. & Co.

## SAILING VESSELS.

Eclipse, Br. br., 2,968, J. McBryde and Oct., Canton 1st Oct., Ballast—S. O. Co.

Eskosa, Br. ship, 6,700, Wm. McBurnie, 12th Oct.—Manila 3rd Sept., Ballast—Order.

F. P. Chapman, Am. ship, 2,013, R. Banfield, 23rd Aug.—Manila 15th Aug., Ballast—A. R. & Co.

Prince George, Nor. br., 472, A. R. Anderson, 18th Oct.—Manila 26th Oct., Old iron—Order.

S. P. Hatchcock, Am. ship, 2,086, S. L. Zanz, 1st Sept.—Manila 21st Aug., Ballast—A. R. & Co.

## DOCK RETURNS

HONGKONG AND WHAMPOA DOCKS: H. M. S. Takei ..... at Kowloon Dock.

Montanas ..... " " "

Francisque ..... " " "

Lungshan ..... " " "

Monceagle ..... " " "

Faishan ..... " " "

Sorogop ..... " " "

Johanne ..... " " "

Charles Herdouin ..... " " "

Sabre ..... " " "

Devawongse ..... " " "

Hygeia ..... " " "

Alfred Hitchcock ..... " " "

Taiwan ..... " " "

Yuensang ..... " " "

Chinkai Maru ..... " " "

Khinhan ..... " " "

## SHANGHAI DOCK.

20th October. Ichang ..... International Dock.

Elia ..... International New Chungking ..... New

Ships passed The Canal.

28th September—Caledonian, Idomenus, Achilles, Sunda, and October—Glenurrell, Armand Hulic, Bimmoor, Dan of Kelly, Hem.

Armen. 6th October—C. Ferdinand Lassus, Bratherow, Frans Ferdinand, Polypodium, Prometheus,

## Arrivals.

Passenger arrived.

Per Sumatra, from London for Hongkong—Mrs. Owen Hughes, child and infant, Mr. and Mrs. R. V. Rutter, Mr

Mails.

**MESSAGERIES MARITIMES**  
FRENCH MAIL STEAMERS.

STEAM FOR SAILORS  
**MM**  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MARSEILLE,  
LES, LONDON, HAVRE,  
MEDITERRANEAN AND BLACK  
WATERS.

The S.S. "TOURANE."

Captain Lancelin, will be despatched for MARSELLES on TUESDAY, the 30th October, at 1 P.M.

Passage tickets and Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-

S.S. AUSTRALIEN.....16th November.

S.S. TONKIN.....27th November.

S.S. ERNEST SIMONS.....11th December.

S.S. POLYNESIEN.....25th December.

S.S. CALEDONIEN.....8th January.

G. DE CHAMPEAUX,

Agent.

Hongkong, 17th October, 1906.



**NORTHERN PACIFIC LINE.**  
**BOSTON STEAMSHIP COMPANY.**  
**BOSTON TOW-BOAT COMPANY.**

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE, AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.  
*Tremont*.... 9,606 T. P. Garlick... 20th Nov.  
*Pleasance*\*.... 3,753 F. G. Purinton...  
*Lyra*\*.... 4,417 G. V. Williams...  
*Shawmut*.... 9,606 E. V. Roberts...  
\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to  
**DODWELL & CO., LIMITED.**  
General Agents.

Queen's Buildings,  
Hongkong, 24th October, 1906.

[12]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About  
"SHIMOSA".....2nd November.

"GHAZEE".....24th November.

"ST. PATRICK".....5th December.

For Freight and further Information, apply to

**DODWELL & CO., LIMITED.**

Agents.

Hongkong, 26th October, 1906.

[13]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1897.

[14]

## Intimations.

**CUTLER, PALMER & CO.**

WINE &amp; SPIRIT MERCHANTS,

OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 1815.

Per Case.

\$22.50

BRANDY

20.00

16.75

WHISKY, PALL MALL

20.00

JOHN WALKER &amp; SONS' OLD HIGHLAND

12.50

C. P. &amp; CO.'S SPECIAL BLEND

10.50

PORT WINE, INVALIDS

20.00

DOURO

13.75

SHERRY, AMOROSO

20.00

LA TORRE

16.00

BENEDICTINE, D.O.M.

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO  
**SIEMSEN & CO.,**  
HONGKONG AGENTS.

Hongkong, 19th November, 1905.

**ACHEE & CO.**  
ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES,

EASTMAN'S

&amp;c., &amp;c., &amp;c.

KODAKS, FILMS,

AND

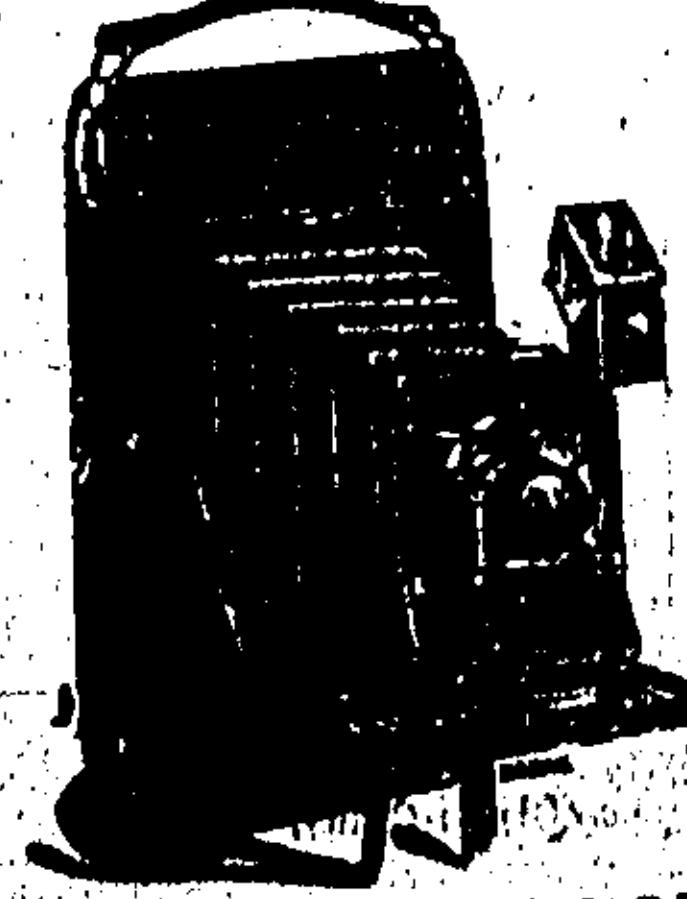
ACCESSORIES.

Telephone 256.

AMATEUR WORK

Receives

PROMPT and CAREFUL ATTENTION.



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	PERCENTAGE RETURN AT PRESENT COMPARISON WITH LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	90,000	\$125	\$125	{ \$1,000,000 \$10,250,000 \$10,000 \$12,755 \$150,000	\$1,12,472	{ \$1.15/- @ Ex. 2/12 = \$16.47 for first half-year year 1906	6%	\$85 sellers London 105
National Bank of China, Limited	90,025	\$7	\$6	{ \$1,075,000 \$200,000	\$74,099	\$2 (London 3/6) for 1903	6%	\$47 buyers
<b>MARINE INSURANCES.</b>								
Canion Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 Tls. 100,000 Tls. 50,000	\$233,638	\$20 for 1905	6%	\$300 ex div.
North China Insurance Company, Limited	10,000	\$15	\$5	{ \$2,000,000 \$40,000 \$331,131 \$152,844 \$869,279 \$800,000 \$61,728 \$15,527	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6%	Tls. 87 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$10,000 \$1,000,000 \$229,483 \$2,616	\$2,792,271	Interim div. of \$30 for 1905	48%	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$229,483 \$6,000 \$264,638 \$193,563 \$250,000 \$600,000 \$14,386 \$120,000 \$28,958 \$3,999 \$4,399	\$508,334	\$12 and \$3 special dividend for 1904	80%	\$175 sellers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$20,000 \$1,220,928	\$344,098	\$6 for 1904	63%	\$95
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$6,000 \$264,638 \$193,563 \$250,000 \$600,000 \$14,386 \$120,000 \$28,958 \$3,999 \$4,399	\$422,618	\$25 for 1904	78%	\$330
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$1,000,000 \$10,000 \$1,000,000 \$229,483 \$2,616	\$5,563	\$1½ for 1905	63%	\$23
Douglas Steamship Company, Limited	90,000	\$15	\$15	{ \$1,000,000 \$10,000 \$1,000,000 \$229,483 \$2,616	\$5,464	\$1½ for 1st half-year 1906	72%	\$26
Hongkong, Canton & Macao Steamship Co., Ltd.	10,000	\$10	\$10	{ \$1,000,000 \$10,000 \$1,000,000 \$229,483 \$2,616	\$2,452	10/- @ ex. 2/5 9/16 = \$1.60	62%	\$73 sellers
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$10,000 \$1,000,000 \$229,483 \$2,616	Tls. 23,156	Interim div. of Tls. 2.1 for 1906	9%	Tls. 56 sellers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ \$1,000,000 \$10,000 \$1,000,000 \$229,483 \$2,616	Tls. 107,815	Interim div. of Tls. 1.3 for 1906	64%	Tls. 105 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	{ \$1,000,000 \$10,000 \$1,000,000 \$229,483 \$2,616	\$218	\$1.50 for year ending 31.12.1905	53%	\$20
"Star" Ferry Company, Limited	10,000	\$20	\$10	{ \$1,000,000 \$10,000 \$1,000,000 \$229,483 \$2,616	Tls. 305,479	Tls. 80,000	8%	Tls. 13,913
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ \$1,000,000 \$10,000 \$1,000,000 \$229,483 \$2,616	\$8,915	Interim div. of Tls. 2 account 1906	8%	Tls. 50 buyers
<b>PLANTRIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 \$10,000 \$86,129	\$40,014	Final of \$15 making \$25 for 1905	161%	\$150
Luzon Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000	\$132,688	\$3 for 1807	...	\$22 sellers
Perak Sugar Cultivation Company, Limited	7,000	-	-	{ Tls. 3,723	Tls. 3,723	Tls. 24 for year ending 31.12.1904	...	Tls. 84 sellers
<b>MINING.</b>								
Chinese Engine and Mining Company, Ltd.	1,000,000	\$12	\$12	{ \$1,000,000 \$26,013	\$13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7%	Tls. 10 sellers
Colonial Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none \$10,000	G. \$99,050	Final of 50 cents making G. \$1 for 1905	7%	G. \$14
Laub Australian Gold Mining Company, Limited	150,000	\$12</						